

# Edmonton Bulletin.

Vol. III.

EDMONTON, N.W.T., SATURDAY, MAY 20, 1882.

No. 8.

## LOCAL.

THE bulk of the seeding is over.

PLOVERS are plentiful north of town.

DAMP snowy weather on Thursday night and Friday.

THE H.B.Co's York boat got back from the Wah-sa-now on Thursday last.

SOME of the St. Albert people are going up the river to get out square timber for sale in town.

DAN NOYES has gone up the river to bring down the logs he cut last winter for the H.B.Co.

DAN NOYES has taken the claim immediately adjoining his old one on the west, nearer Long Lake.

MR. J. FAUL left Victoria with the mail to act as pilot on the Northcote during the coming summer.

C. J. ROBERTSON and H. Allison were to leave Fort Saskatchewan yesterday by boat for Winnipeg.

THE boom, which had quieted down a little for a week or two seems to have broken out with increased violence.

QUITE a trade has been done here this spring in building skiffs for parties going down the river. They cost from \$15 to \$25 apiece.

TELEGRAPH line went down between here and Battleford on Sunday night last and is down yet. The repairer left on Tuesday to look after the break.

THE H.B.Co. are packing their winter's trade of fur ready for shipment on the boats when they arrive. The trade was larger last season than for several years past.

DR. G. HERCHMER and Mr. Manderville left for Winnipeg on Wednesday last. Both will return in the fall. Dr. Herchmer intends starting a drug store on his return.

J. WALTERS started ten cart loads of H.B.Co. freight for the Athabasca Landing yesterday. He also sent material to be used in the two scows he will build there for the Winnipeg and Western Transportation Company.

THE Goldfinder started up the river again on Wednesday evening. Owing to the weakness of the driving chain, which turns the paddles, it is unsafe to put on much steam, and consequently the ship makes slow progress against the current. She will start work on the bars about the Big Island.

MR. K. MACDONALD has sold his claim at the eastern end of town to Mr. W. S. Robertson for \$25,000, half cash and the balance when the deed is given, Mr. Macdonald reserving five acres for himself. This property takes in the flat on which the Edmonton Mills are situated and a claim six chains wide on the upper level. The flat has the river on two sides. The northern boundary of the claim is not defined yet as other parties are settled on the rear end on the north side of the Rat Creek. Mr. Macdonald has been in occupation for eleven years.

At an informal meeting on Tuesday evening at which the pig question was considered, it was proposed to pass a by-law in regard to pigs and enforce it the same as if the town were incorporated. The idea was not considered feasible however, and was dropped for the time being, but unless the pigs are shut up the law of self-preservation will compel people to shoot them. As was stated at the meeting, unless a fence is built completely water tight, the pigs will get through, and of course ruin all the garden that may be made. Either the owners of the pigs must keep them at home or the people of the town must do without gardens.

J. WALTERS has agreed to put a ferry on the river opposite the Edmonton Mills as soon as he returns from the Athabasca, which will be in about a month. The scow is to be similar to the one at the Fort, as also the wire cable. He will send for the cable at once and have it brought up by boat. In consideration of this he is to receive a bonus of \$150 from the residents of the eastern part of the town. It

will be a great convenience to all parties living on the east side of the Mill Creek, including the people at Ft. Saskatchewan and all travellers from the east, as all those going to the Fort ferry have either to face the steep banks of the Mill Creek near the river, or else go about three miles out of the way to cross it where it has low banks, and have to cross a branch of it besides. Besides this better and dryer grades can be made on the hills at each side than at the Fort.

## THE CEMETERY.

The meeting last Tuesday evening in the school house to consider the cemetery question was rather poorly attended, only about a dozen being present.

Rev. Dr. Newton was appointed chairman. He spoke in favor of a site between the Hermitage and Geo. Rath's place, which was now vacant and for which there was no doubt the government would give the grant. The piece was large enough to allow room for the dead of the whole settlement for fifty years. Being on the river it was very convenient for settlers all round from Edmonton to Ft. Saskatchewan and from the Beaver Hills to Sturgeon River. Bishop Grandin had spoken to him on the subject and wished to take part in the movement. He (the chairman) thought there should be a trustee appointed for every church that wished to take part, and an equal quantity of land allotted to each besides a quantity set apart for other churches not represented here now. The church to which he belonged, and also the Roman Catholic church, wished to bury in consecrated ground, therefore each would require to have a piece set apart for themselves. He wished to unite with Mr. Baird in this matter, and hoped that all would work in harmony and forget their differences for the general good.

Rev. Mr. Baird expressed cordiality and thought it was better to put aside all sectional differences. He had made enquiries as to a suitable location and found that there was a piece of vacant land near Mr. D. S. McKay's place, that was quite eligible. It was on the river bank and had a fine view of the Fort and village, as well as of the scenery up the river. The soil was light and the piece contained over fifty acres. If necessary the ravines could be utilized. It was only about two and a half miles from town. It was necessary to have it near so that it could be easily visited, and that the expense and trouble of attending funerals would not be too great. The place mentioned by Dr. Newton was seven miles off which was too far; it should be within an easy walk. He was against multiplying cemeteries but the district was too large to be supplied by only one. We should take care that we ourselves are suited and he would oppose going over three miles. He thought the management should be purely public. The only chance for peace would be in making the affair of public utility. Sectional differences should be kept in the background.

Mr. McCauley had thought over the question and made enquiries. Favored Dr. Newton's scheme. Did not know before of Mr. Baird's plan. It was better for Edmonton at large, but Dr. Newton's was better for the settlement.

After some further discussion the meeting decided by a vote of eight to three that Rev. Dr. Newton, Rev. Mr. Baird, Rev. Bishop Grandin and Mr. R. Hardisty be a committee to apply to the government for a grant of the piece of land adjoining the claims of Messrs. Groat, McKay and Reid to be used as a cemetery for the town of Edmonton.

It was afterwards decided that the same gentlemen should constitute a board of trustees with full power to manage the property after the grant was received. An amendment that a joint stock company should have the management instead of the board of trustees was voted down by a majority of six to five.

The meeting then adjourned.

## METEOROLOGICAL.

Weather report for week ending Thursday evening, 18th May, 1882. Reported for the BULLETIN by Mr. Alexander Taylor, observer at Edmonton.

	Max.	Min.
Friday,	70	38
Saturday,	68	44
Sunday,	65	47
Monday,	57	34
Tuesday,	59	31
Wednesday,	54	34
Thursday,	55	29

Barometer 27.787 and rising.

Highest wind during week was on Saturday, when it registered 27 miles per hour and lowest on Monday 2 miles.

## BIRTH.

OLIVER.—At Edmonton, on the 20th inst., the wife of F. Oliver of a daughter.

## STUART D. MULKINS,

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#### GENERAL NEWS.

The net debt of the Dominion is \$154,000,000.

The Bank of Manitoba has been incorporated.

Terrible blizzards in Manitoba in the early part of March.

The principality of Servia has been erected into a kingdom.

The expenditure on Indians in the North-West last year was \$726,738.

The Nelsonville timber inspector has been giving trouble in that burgh.

A scheme of Methodist colonization in the North-West is being talked of.

The Sisters of Charity in the North-West Territory apply for incorporation.

Relief is being sent from Canada to the sufferers by floods in the Southern States.

It is said that Governor Cauchon has cleared \$1,000,000 out of North-West land speculations.

A sculling match was arranged between Lariat and Trickett for £500 a side on the 1st of May.

The carpenters of Winnipeg have organized a society and demanded \$1 a day for the present season.

A bill has been passed incorporating the Saskatchewan, Qu'Appelle and Assiniboine Navigation Co.

No arrangement has been made to give Manitoba additional representation in the House of Commons.

All the piers of the Manitoba South-Western bridge at Headingley have been completed and the first bent is up.

C. E. Perry, who is to locate the C. P. R. crossing of the South Branch, arrived there on the 13th of February.

McLean, the man who attempted to shoot Queen Victoria has been committed for trial on a charge of high treason.

The P.W. & N.W. Railway is now offering lots for sale in McDonald, Westbourne, Woodside and Gladstone town sites.

Russian Jewish refugees are arriving in Canada. A large immigration of this class is expected during the coming summer.

The Ottawa Parliamentary reporters are organizing a North-West colonization society, and so are the Toronto counter jumpers.

The first station on the Portage, Westbourne & North-Western railway is about twelve miles west of the Portage and is called McDonald.

Langdon & Shepard, railway contractors of St. Paul, have the first 500 mile western extension of the C.P.R. They are letting sub contracts.

The Portage people speak of Rapid City as a hamlet. It is a much better looking hamlet now than Portage la Prairie was four years ago.

Interropolis is the name of a new town site which is being laid out on the south side of the boundary line adjoining Emerson and West Lynne.

Messrs. James Muirhead, W. R. Heath, R. Whitney, A. S. Murray, John Smith and J. Hunt have formed themselves into another Bow River stock company.

All even numbered sections next to and along both sides of the C.P.R. and its branches have been withdrawn from homestead entry by our ever liberal government.

The demands of the main line of the C. P. R. are so imperative that it is not likely that surveys or other work will be pushed on any of the branches this season.

Although the Scott Act was carried in the County of Marquette, Manitoba, last fall, it has not been enforced since, and liquor is being sold without license all over the county.

Emerson has granted a bonus of \$75,000 to the C.P.R. for the construction of a bridge over the Red River and fifteen miles of track to connect Emerson with the C.P.R. South-Western.

The settlers at Beautiful Plains, Manitoba, complain of having to pay exorbitant timber dues, and want the timber land divided into ten acre lots and sold to settlers at reasonable rates.

It is said that the Utah & Northern railroad will be extended to a connection with the C.P.R. The Utah and Northern railroad is one of Jay Gould's roads, built to head off the Northern Pacific.

From returns published it appears that Ross Killam & Haggart have a permit to wash gold on the Saskatchewan. H. S. Moore has a coal lease on the Saskatchewan and W. Lethbridge on the Bow and Belly rivers.

The general offices of the Portage, Westbourne & North-Western Railway have been moved to the Dundee Block, Winnipeg. Rather funny that a railroad company should have its offices in a town not touched by its road.

The Iroquois Indians of Eastern Canada are good at doing all kinds of fancy bead work. Recently two of them from Caughnawaga took a car load of this sort of truck to Chicago for sale. How long will it be before the Indians here make bead work or do anything else?

At Edinburgh two boxes containing infernal machines delivered at two different addresses exploded on being opened. Eight persons were injured. A mason named Costello has been arrested in connection with the outrages, which are believed to have been prompted by personal motives.

A party of explorers are fitting out in Toronto for an expedition through the Saskatchewan valley, and through the timber limits towards the Rocky Mountains during the early summer. They are engaged by a strong land speculating company just organized in the city, who will expend about half a million dollars in the purchase of lands.

While every effort is being made to discourage Chinese emigration to the States the Yankee contractors on the B.C. section of the C.P.R. are bringing in ship load after ship load to work on that road to supply the places of white laborers who will not work for the wages paid them by the pet contractors of the great Canadian supporters of home industry.

The millers of Winnipeg, recognizing the necessity of inducing farmers to cultivate no wheat except Red Fife have signed a manifesto on the subject. The council of the Provincial Agricultural Society is taking similar steps and both manifestos have been issued accompanied by a circular from General Manager Van Horne announcing that in order to assist farmers in procuring pure Red Fife for seed it will be conveyed free of charge over the C.P.R.

The Globe says:—"Two young gentlemen, accompanied each by a servant, passed through the city on Wednesday, bound for the Saskatchewan valley, where they intend to buy two monster farms and carry on stock raising on an extensive scale. They had no end of luggage, guns, snow-shoes, camps and camp fittings, and each several dogs. One is M. Alfred Brighton, and the other Charles Edgar, both of London, and both it was learnt recently from Oxford University." This is all very fine, but we would rather hear of two or three old Canadian farmers with big families and a few good cattle and horses coming to this part of the Saskatchewan, than all the college bred men that could stand in a ten acre field.

The annual report of the Department of the Interior states that one million acres were disposed of during the year, quarter of a million over the previous year. The revenue from lands was more than double that of last year. Over nine million acres have been laid out in townships during the year. Information has been obtained that there is more fertile land than was previously estimated and more woodland. The main force of the survey parties next season will be along the line of the Pacific Railway. Detached surveys will operate in the Bow river, Battleford and Edmonton districts. A survey will also be carried into the Peace river country. The geological survey report mentions that where timber is really scarce lignite coal is abundant. The most easterly coal bed is at Roche Perce. It is believed to underlie the whole plain westward, three to fifteen feet thick, to the foot of the Rocky mountains.

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Call and judge for yourselves.

N. B.—Grain taken in exchange for goods.

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It is the terminus of the C.P. telegraph line, the North-West mail route, and the projected Saskatchewan branch of the C.P.R.

The Hudson's Bay Co. offer for sale 1,000 lots on the above town site at low prices and on reasonable terms.

All information can be had by applying at the H.B.C. offices in Winnipeg or Montreal.

R. McGINN. C. J. BRYDGES,  
Agent, Edmonton. Commissioner

GARDEN SEEDS of all kinds just arrived by mail at

FRANK OLIVER'S.

#### LOCAL.

MAIL left for the east by boat on Monday evening.

THE water in the river, which had been falling for several days, raised several feet on Monday night.

THE H.B.Co's York boat left for Victoria on Saturday with lumber and will return with the stuff left at the Wah-sat-now last trip.

D. M. McDougall, Mrs. G. McDougall, Mrs. W. L. Wood, Miss E. McDougall and Miss Clara Hardisty left for Bow river on Tuesday morning.

THE Gold-finder attempted to start up the river on Monday afternoon last, but the driving chain broke, and she drifted down to the new warehouse before she was secured.

THE Herald says that a ferry boat is to be put on the Vermillion by the mail contractor, and that the Indian Department will improve the roads between Ft. Pitt and Saddle lake.

J. NORRIS left on Monday for the end of the track with twenty-one carts. He was joined by Mr. Emilean with eight. The freight to be brought will be for Norris and Carey.

MRS. H. BLEAKER and A. R. Chisholm of Edmonton, and W. J. Scott of Battleford, started down the river in a small boat on Tuesday morning last. The two Edmonton men are bound for Winnipeg.

EASTERN mail arrived last Saturday evening about six o'clock. The horses played out when a few miles from here and the carrier had to come in for fresh ones. The mail matter was in better condition than that brought on the last trip.

THE Indian agent has considerable difficulty in getting enough seed grain for the different bands in his charge. The H.B.Co's boat was to bring some up from Victoria, but owing to the desertion of two of the crew at the Wah-sat-now creek, part of the load had to be left there.

MR. D. Ross has received a copy of "The Canadian and Manitoba and Far West Times," an emigration paper published in London, England, which contains a large amount of information regarding the North-West, and is surprisingly accurate, considering the distance at which the paper is published. It contains the Dominion land regulations of last May, a table of distances between all the principal points in the territories, a number of items relating to the real estate boom, and a great deal of other useful information. Among its advertisements is one of the Women's Emigration Society, under the patronage of the Princess Louise. Also one advertising 300,000 acres of the finest farming land in the world in the State of Michigan, and another stating that the best wheat and grazing lands are on the Northern Pacific. How these last two appear in a paper that claims to be for the sole purpose of promoting emigration to Canada is a mystery. Perhaps the editor thinks that Canada has annexed part of the United States, or perhaps the agents of these two speculations have annexed him. If the latter is the case it is creditable to their sharpness but not to his honesty of purpose.

#### C. P. R. MAP.

An elaborately got up C. P. Railway map of the North-West was received here by Mr. Jas McDonald last mail. It is got up by the American Bank Note Company and is not dated but it may be presumed that it is of the very latest issue. It shows the route of the main line from Ft. William to the old Bow fort at the foot of the Rocky mountains giving the names of the stations as far as Brandon, the final location of the line as far as Moose Jaw Bone creek and the proposed route to the Old Bow fort. From Brandon the line follows the Assiniboine for about forty miles to Flat Creek at the turn of the river—to which point the river comes from the north. There the line turns slightly north until it comes to a point about fifteen miles south of Qu'Appelle—the spot where the famous city of Troy was located. From Troy it turns slightly south to the junction of Thunder creek and Moose Jaw Bone creek which form the southern fork of the Qu'Appelle. From there it runs directly west close to the north end of the Old Wife's lakes, to the Blackfoot

crossing of the Bow river, crossing the South Branch about midway between the mouth of the Seven Persons creek and the mouth of the Red Deer. From the Blackfoot crossing it follows along the north bank of the Bow river past Calgary to the Old Bow fort. It will be noticed by those acquainted with the country that this line is almost the same as the old cart trail for its whole length. The Edmonton branch is shown starting from Flat creek and following the Assiniboine to Fort Pelly, from which point it follows the present telegraph line to a point about 70 miles this side of Battleford. It then turns to the right on the Vermillion trail but keeps south of the chain of lakes and passing about ten miles south of Ft. Saskatchewan comes to Edmonton by the north side of the Beaver hills. A branch turns off to Fort la Corne, below the Saskatchewan forks, from a point on this line near Quill lake. The South-Western branch of the C.P.R. is also shown. It runs south from Winaipeg to a point on the boundary line about fifteen miles west of the Red river where it will connect with a branch of the St. Paul, Minneapolis & Manitoba road. At a point on this branch twelve miles from the boundary a short line strikes south-east to West Lynne and Emerson, and another goes straight west between the second and third line of townships, to the Souris river, except that at range seven it turns northward about seven miles to get a good crossing of the Pembina river, but comes back to the straight line in range 12. The paper town of Arshabald is situated at the point of the bend thus made in township 7, range 9. A branch also starts south-westerly from Brandon and strikes the same line, between townships 2 and 3, a little west of the Souris and is continued westerly to the Dirt Hills, on the west side of the Upper Souris. The old government line west of Winnipeg is also shown as far as Stonewall. It will be kept in operation as far as there on account of the stone quarries and lime-kilns at the Big Stony mountain. These are all the lines shown west of the Red river and differ altogether from the plans that were proposed last spring. It is almost certain that these will also be changed materially before the road is actually constructed as the country becomes more thoroughly explored or the necessity arises for choking off opposition lines. A smaller map is also given showing the whole road, including the Intercolonial, from Halifax to Port Moody and the United States lines from New York to San Francisco, and another which shows the route from Liverpool to Japan and China via the Canada Pacific. The distance from Montreal to Callendar is given as 355 miles, Callendar to Thunder bay 650, Thunder Bay to Winnipeg 435, Winnipeg to Calgary 800, and Calgary to Port Moody 610, total 2850 miles. During 1881 in the eastern division there were 328 miles in operation, and in the central prairie division 379 miles. In the present season 116 miles more are to be put in operation in the eastern division and in the central division, including the Thunder bay branch built by government, 953 additional miles will be put in operation, a total of 1,716 miles to be in operation this fall.

A comparative table of distances attached shows that while it is 2850 miles from Montreal to Port Moody by the C.P.R. it is 3,331 from New York to San Francisco by the shortest possible route, a difference of 481 miles in favor of the Canadian line, and from Liverpool to Yokohama in Japan, the route by the Canada Pacific is over 1,000 miles shorter than that by New York and San Francisco. The back of the map is got up in splendid style giving views of Winnipeg, Grand Valley and Kildonan, all sorts of information about the climate, soil, crops, towns, etc., also a condensed time table for the roads between Chicago and the principal points in Manitoba. The passage for emigrants to Manitoba from New York is \$25.50, from Philadelphia \$26.25, Baltimore \$26.00, Quebec \$21.50, Montreal \$20.00. Steerage passage from Liverpool or London to Quebec and Montreal is \$27.00 and \$28.50. The yield of wheat in Manitoba is given at 26 3-4 bushels, Minnesota 15, Iowa 13 and Ohio 12. The land is to be sold at \$2.50 per acre with a rebate of \$1.25 for cultivation, and land grant bonds will be received at ten per cent. premium on their par value with accrued interest in payment of the purchase money.

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which were all purchased of the leading houses in Montreal, Hamilton and Toronto and can now be sold at prices within reach of all. Our ready-made clothing is the best that can be produced. All selected specially by samples from the best and most reliable manufacturers in the line.

Call and judge for yourselves.

N. B.—Grain taken in exchange for goods.

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#### STOP

and consider, housekeepers, whether it is more prudent to have leaky articles of tinware in your culinary department, to those that are sound, strong and substantial. I

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Is published every Saturday morning at the office, Main Street, Edmonton.

Subscription price, \$2.00 for 26 issues, or six months.

Advertising rates: Five lines, three insertions, \$1.00; Transient advertisements, four cents a line each insertion.

Season advertisements \$1.00 per line.

OLIVER & DUNLOP,  
Proprietors.

EDMONTON BULLETIN, MAY 20, 1882.

### NATIONAL FEELING.

Since confederation there has been more or less talk in Canada about nationality, and as a province or territory was added to the Dominion a great deal of fine language was indulged in on this subject. It was pointed out that in area the Dominion was greater than the United States—that with such an extensive territory, generations of Canadians yet unborn could find homes and plenty of room in their own country, and that as a consequence the population would have a distinctively national character, as was expected so it is now turning out, Canadians with money and enterprise are thronging to Manitoba and the North-West, instead of going to the States as they formerly did, and everything promises to turn out far better than the most sanguine promoter of Canadian nationality ever dreamed of. It would be only natural to suppose that the government of the country and the leaders of public opinion generally would in every way encourage this movement and would look upon Manitoba and the North-West as the part of the Dominion on which the future greatness of the whole depended—as it certainly does and will depend. The older provinces and cities have reached a point in their growth beyond which they cannot go, except at the slowest pace. This is the simple reason of the great exodus to the States, the cry for the National Policy and the talk of annexation. It is the demand of both capital and labor for a more extended field than is afforded them at home, and which if they cannot find at home they will find abroad. The North-West offers ample opportunities both for the investment of capital and the application of labor, and when the surplus capital and labor of the rest of Canada have become productive in the North-West to the extent that they certainly will the older parts as well as the new will have a share in the increase of wealth as well as in that of power and numbers. Then Canada will have become a nation and it will be time to talk of independence.

But in the older provinces there are many who do not see the matter in this light. Every dollar that is spent by Government in the purchase or development of the North-West is a dollar eternally lost, and every dollar that can by any hook or crook be wrung out of it is a dollar of unexpected gain. Every time a policeman draws his rations, or a telegraph pole has to be put up,—that is if the matter comes before the House—a united howl goes up about useless expense, and every time a plan is proposed to charge settlers a few cents extra on their wood, another dollar an acre on their land, or to assist any public work in the older provinces by a grant of North-West lands, the introducer is hailed on all sides as a financial genius. If anything from the building of a railroad to the securing of a vote can be got out of the land, without any regard to the quantity needed, the bargain is looked upon as a profitable one: The former government differed from the present in this matter only in degree, and that from lack of knowledge or opportunity, while the pres-

ent opposition does not differ materially either, the only fear expressed by the leader being that in the plans proposed by the Government for dealing with the coal, timber and lands enough care has not been taken to see that the Government gets the last cent possible out of them. He has no objection that they should fall into the hands of speculators, all he asks is that they be obliged to pay for them. When the Pacific Railway Company was being formed the great feature of the charter which gained the enthusiastic support of the one party and paralyzed the opposition of the other was that by granting an enormous quantity of land and guaranteeing a monopoly of the traffic of the North-West the road could be built through the other provinces at a trifling expense to them. Not a thought was given as to what the consequences of this action might be. If so much could be got out of the North-West it was so much clear profit, and now if enough land can be sold to colonization societies to pay the cash bonus to the railroad no matter if the people have in future to pay ten times as much for the land to get it back for their individual use, the bargain is a good one in the eyes of the provinces. The proposition of the Charlottetown New Era that North-West lands should be sold to build a tunnel between the Prince Edward Island and the main land and the proposition that a grant should be made to dig a canal from Georgian Bay to Lake Ontario, are not a bit more outrageous than the taking of similar lands for building the Pacific Railway through British Columbia or half as bad as the monopoly clause in the charter, which was inserted to pay for the building of the road through Ontario, north of Lake Superior. The Montreal Witness troubles itself because, although the sales of land will repay the cost of the territories to the older provinces, men and money are leaving them to go to Manitoba and it does not expect that it will ever see either back, and thinks that "it would have paid infinitely better to let others colonize and to spend our energies in securing railway connection with regions already settled"—that is with the Western States—and "When we have developed this new country we will have to contend for its commerce against all rivals just as much as for the commerce of Chicago or St. Paul." To which the Toronto World which claims to be national above all things, replies, "Most emphatically do we protest against the view that, when we have developed this new country, we shall have to contend for its commerce against foreign rivals. Not if Canada knows herself, we beg to reply. The N. P. firmly and faithfully carried out, will preserve, for the good of our own people, the growing markets of our own country."

It seems from all this that a large part of the population of the older provinces look upon the North-West not as a part of the Dominion destined to become great and make all the rest great too, but as an expensive appendage, a drawback to the rest of the provinces, or as a dependency to be held in subjection by and made to yield hard dollars to the Dominion, in which it is to have no share. Such national feeling as this, could it always rule, would keep Canada from becoming a nation until the world stopped moving, but it will not always rule. The prairies are wide and every day thousands are making their homes on them knowing that thousands more are following close behind, and here, where people are away from their old associations, where each and all have opportunities to be improved, and every man thinks for himself, and is animated by the highest hopes, there is building up a greater Western Canada, where men can see with a clearer eye the pos-

sibilities of national greatness, that they could not see in the crowded east. Here will be the centre, the heart, the moving power of the whole Dominion, and it will be no more possible for the eastern provinces to rule the whole country than it is for the eastern states to rule the whole union now.

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HEIMINCK ESTATE,

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DONALD ROSS, Proprietor.

### NOTICE OF DISSOLUTION

Notice is hereby given that the Partnership heretofore subsisting between us, the undersigned, as general merchants, in the city of Edmonton, has been this day dissolved by effluxion of time and mutual consent. All debts owing to the said partnership are to be paid to Alexander Macdonald and John C. Cameron at Edmonton aforesaid, and all claims against the said partnership are to be presented to the said Alexander Macdonald and John C. Cameron, by whom the same will be settled.

Signed,

Witness, { ALEXANDER MACDONALD.  
H'Y BLEEKER. { CHARLES STEWART,  
JOHN C. CAMERON.

### CITY OF EDMONTON,

situated at the head of navigation on the North Saskatchewan River; the centre of the Gold, Coal, Timber and Mineral region of the Great North-West, and surrounded by the richest wheat-producing country in the world.

The four great highways leading from Winnipeg, the great Bow River grazing country, the Peace River country and British Columbia via the Jasper Pass, centre on the Town ~~See~~

It is the terminus of the C.P. telegraph line, the North-West mail route, and the projected Saskatchewan branch of the C.P.R.

The Hudson's Bay Co. offer for sale 1,000 lots on the above town site at low prices and on reasonable terms.

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